UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT

RISK MANAGEMENT WORKSHEET

14. Remaining Risk Level After Control Measures Are Implemented: (CIRCLE HIGHEST REMAINING RISK LEVEL) NEGLIGIBLE (Associate/Assistant Mgr. / (Field Manager) (District Manager)	8. Identified Hazards S. Assess the Hazards: 10. Control Measures Developed for Identified Hazards: 12. How to Implement the Hazards: 13. Supervisors and Controls: (May Be Filled in By Hazards: 14. Assess the Hazards: 15. Control Measures taken to reduce the Hazards: 16. Controls: (May Be Filled in By Hazards: 17. Assess the Hazards: 18. Assess the Hazards: 18. Assess the Hazards: 19. Control Measures taken to reduce the Hazards: 18. Assess the Hazards: 18. Assess the Hazards: 18. Assess the Hazards: 19. Controls: (May Be Filled in By Ha	3. Operation / Task4. Beginning Date:5. Ending Date:6. Date PreparenceHelicopter Flight and Operations1 Oct 201430 Sep 201523 Oct 2014	1. Organization and Location: Alaska Fire Service Fort Wainwright, AK 99703
SERIOUS (District Manager)	w to Implement the s: (May Be Filled in By (Be Specific) B-3 Aviation Safety ng for all passengers. ager will supervise all nnel ence H1112-2, Topic 6, IOG rcraft and pilots must be ertified.	6. Date Prepared 23 Oct 2014	
S CRITICAL (State Director/Associate)	13. Supervisors and Evaluation by: (Continuous Leader Checks, Buddy System, etc.) (Be Specific) -Supervisor insures training is current. -Crew Chief or Helicopter Ops Manager responsibilityPilot/crew holds pre- and post flight briefingsCrew Chief or Helicopter Ops Manager responsibilityUtilize OAS carded pilots and aircraft only.	red:	of 3

MODERATE: Brief Risk Decision Authority at that level on Controls and Control Measures used to reduce risks) (Note: if the person preparing the form signs this block, the signature indicates only that the appropriate risk decision authority was notified of the nitial risk level, control measures taken and apprepriate resources requested; and that the risk was accepted by the decision authority.) 15. RISK DECISION AUTHORITY: (Approval/Authority Signature Block) (If Initial Risk Level is CRITICAL, SERIOUS or

Printed Name / Signatu

Printed Name / Signature

			CONTINUED						
8. Identified Hazards	9. Assess the Hazards: Initial Risk		10. Control Measures Developed for Identified Hazards: (Specific measures taken to reduce the probability of a hazard) Include all PPE	ω. Ι	11. Assess th Residual Risk	Assess the Hazards: idual Risk	s:	12. How to Implement the Controls: (May Be Filled in By Hand)	13. Supervisors and Evaluation by: (Continuous Leader Checks, Buddy System, etc.)
(Be Specific)	z	SC	(Be Specific)	z	3	s S	ဂ	(Be Specific)	(Be Specific)
Mid-air collision		×	Crew assists pilot in locating other aircraft in area. Maintain situational		×			-Training, pre-flight briefing.	-Pilot evaluation
			awareness.					-Maintain sterile cockpit when approaching and departing an active	
		1	X1 1 1					airileid	
Flight Into Ground			briefings.		>			briefing.	-Supervisor's will ensure
		·	-Perform higher altitude					-OAS B-3 Aviation	that all employees who
			reconnaissance of mission area					Safety Training for all	may have to fly in rotary
	*		before low- level flight.					passengers.	wing craft will attend the
			-Maintain situational awareness					-All aircraft and pilots	appropriate Aviation
			-Review of navigation charts and	•				must be OAS certified.	Training.
			Alaska supplement.					-Maintain sterile cockpit when approaching and	that the control measures
								departing an active	are adhered to.
Cabin Fire		×	-Absolutely no smoking on any		×			-OAS B-3 Aviation	-Crew chief
			aircraft at any time.					Safety Training for all	responsibility.
And the second s			Note position of on board					passengers.	-Buddy system of
			extinguisher during pre-flight			<u> </u>		-Necessary PPE will be	monitoring one another.
			-Wear BLM/OAS prescribed					(Does not include boots)	
			helicopter flight PPE; Nomex flight						
			suit, Nomex or all leather flight						
			gloves, 8" high all leather boots,						
and the second s			flight helmet						
Turbine Noise		×	To avoid hearing damage, use	×				-Necessary PPE will be	-Crew Chief and buddy
			earplugs inside and outside					provided by BLM.	system
7,885.0			helicopter in addition to SPH-5						 Special attention to

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	planning						
responsibility.	just anywhere -Flight following/flight			minimums.			
-Pilot and party chief	-Recognize you can't land			-Stay within standard flight			
-Pilot and party chief evaluation.	program.	 		area and monitor weather conditions.		•	
responsibility.	training.			mountain flying.			
-Training is Supervisor 's	-Helicopter Safety	 ×		X -Pilot must be OAS carded for			Mountain Flying
				indicators.			
				pilot via radio and/or visual			
				-Relay wind speed and direction to			
		 		-Observe vegetation, dust, smoke for indicators of wind direction	••		
				,			
				passengers/crew.			
				damage to aircraft or injury to			Wind direction
		 		-Control aircraft doors to prevent			447
	- Fre-ingni orieting.			- wait for all craft to settle before			
	-IHOG			W. it for simple to gottle before			Uneven/soft ground
evaluation.	training.			-Keep LZ clear of loose objects.			,
-Pilot and party chief	-Helicopter Safety	 					Flying debris
responsibility.	passengers.			hazards.			
-Training is Supervisor 's	Safety Training for all			-Circle/survey LZ for potential rotor			Rotor strikes
evaluation	-OAS B-3 Aviation						•
-Pilot and party chief	- Pre-flight briefing.	×		X -Pilot must be OAS carded for			Unprepared Landing Zones (LZ):
		 		ground in rotor area.			
				-Carry tools horizontally and low to			
				side in view of pilot.			
				-Approach/depart only on downhill			
	must be OAS certified.	 		side in view of pilot.			
N POWER CO. L. C.	-All aircraft and pilots			-Approach/depart only on downhill			
	passengers.	 -	•	while approaching/departing aircraft.			
evaluation	Safety Training for all			-Keep head and shoulders down			
-Pilot and party chief	-OAS B-3 Aviation			annroaching aircraft			
crewmembers.	Pre-flight briefing.	 		-Wait for pilot signal before			•
-Buddy system – special	-Helicopter Safety	 <u>×</u>		X Avoid rotor contact by:			Main Rotor
crewmembers.							
mexperienced				петиет.		_	